ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

The supplementary procedures in force are given in their entirety. Differences are shown in quotation marks.

1 Visual flight rules (VFR)

(ICAO Annex 2, 4-1)

VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall

1. have two-way radio communications;
2. obtain clearance from the appropriate air traffic control unit; and
3. report positions, as required.

Note. The phrase "specified portions of the associated terminal control area" is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding departure and noise abetment procedures.

2 Instrument flight rules (IFR)

(ICAO Annex 2, 2.2 and Chapter 5)

Note. Annex 2, 2.2 permits a choice for a flight to comply with either the instrument flight rules or the visual flight rules when operated in visual flight rules when operated in visual meteorological conditions subject to certain limitations in Chapter 4 of the Annex. The following indicates certain further restrictions to that choice.

3 Special application of instrument flight rules

Flights shall be conducted in accordance with the Instrument Flight Rules (even when not operating in instrument meteorological conditions) when operated:

1. more than 100 NM seaward from the shoreline within controlled airspace; or
2. above flight level 150

4 Air traffic advisory service

(PANS-ATM, 9.1.4)

All IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace.

5 Transmission of position reports

(PANS-ATM, 4.11)

The last position report before passing from one flight information region to an adjacent flight information region shall also be made to the ATS unit serving the airspace about to be entered.

6 Special procedures for in-flight contingencies

If an aircraft is unable to continue flight in accordance with its air traffic control clearance a revised clearance shall, whenever possible, be obtained prior to initiating any action, using the radiotelephony distress or urgency signal as appropriate.

If prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time and, in the meantime, the aircraft shall broadcast its position (including the ATS Route Designator or the Track Code, as appropriate) and intentions, on frequency 121.5 MHz at suitable intervals until air traffic control clearance is received.

7 Adherence to ATC approved route
(Annex 2, 3.6.2)

If an aircraft on a long over-water flight has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within 200 NM from the position at which the deviation was observed.

8 Information on runway conditions
(All - 4.2.1; PANS-ATM, 6.6)

Unless otherwise provided, area control centres shall have available for transmission to aircraft on request, immediately prior to descent, information on the prevailing runway conditions at the aerodrome of intended landing.

9 Transmission of SIGMET information
(PANS-ATM, 9.1.3.2)

SIGMET information shall be transmitted to aircraft with the least delay on the initiative of the appropriate ATS unit, by the preferred method of directed transmission followed by acknowledgement, or by a general call when the number of aircraft would render the preferred method impracticable.

SIGMET information passed to aircraft shall cover a portion of the route up to two hours flying time ahead of the aircraft.

10 Transmission of amended aerodrome forecast
(PANS-ATM, 9.1.3.5)

Amended aerodrome forecasts shall be passed to aircraft within 60 minutes from the aerodrome of destination, unless the information would have been made available through other means.

11 Co-ordination between units providing area control service
(PANS-ATM, 10.3)

If a flight should enter an adjacent area, information concerning any revision of estimate of three minutes or more shall be forwarded to the adjacent area control centre normally by telephone.

12 Routes and equipment of private aircraft
(Annex 6, Part II, 6.3 and 6.4)

General aviation aircraft operating over designated areas, land or sea, where search and rescue operations would be difficult, should:

1. carry appropriate survival equipment;
2. follow the routes or specified procedures if not equipped with two-way radio, except that under special circumstances, the appropriate authority may grant specific exemptions from this requirement.

13 Alerting services
(PANS-ATM, 9.3)

The procedures for "Alerting Service" detailed in the PANS-ATM, Part VI, 2 are applicable to all flights except those conducted wholly in the vicinity of an aerodrome when exempted by the appropriate air traffic control unit.

14 Priority of MOTNE message on AFTN

"Motne Bulletins" for circulation on the MOTNE system which are handled on the AFTN shall be given FF priority.

15 Technical aspects of AFTN rationalization

To support data communication requirements and to provide needed data integrity and minimal transit time the CCITT X.25 protocol should be used between AFTN COM Centres in the ASIA region.

16 Air-to-air channel
(Annex 10, Vol I, Part II - 4.1.3.2)

The frequency 128.950 MHz has been approved for use as the air-to-air channel in the MID and ASIA Regions, to enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problem.

17 Strategic Lateral Offset Procedure in Male' FIR

17.1 ***The folowing requirements are applicable for the use of lateral offset within Male' FIR***

1) Offset maybe applied outside Male' TMA

2) The offset shall be established at a distance of one or two nautical miles to the right of the centre line relative to the direction of flight . offsets are not to two nautical miles rught of centre line;

3) Position reports are to be based on the current ATC celearance and not the excat coordinates of the offset from trck is " Male'' Control, Maldives 249, position BAXOS 0532 flight level 280, estimate....ect".

17.2 ***Lteral offset procedures to be applied by pilots***

In the application of strategic lateral offset, pilots should take the following points in to consideration:

1) Offset shall shall only be applied in airspace where this has been approved.

2) Offset shall be applied only by aircraft with automatic offset tracking capability.

3) The decission to apply a strategic offset is the responsibility of the flightcrew.

4) The airspace where the use of lateral offset has been authorized, there is no ATC clearance required for this procedure and pilot are not required to inform ATC that an offset is being applied.

5) The strategic lateral offset procedures has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. if wake turbulance needs to be avoided, one of the three available options (cenreline, 1 NM or 2NM right offset) shall be used.

6) If the necessity arises pilots may contact other aircraft on the air-to-air frequency 123.45 to coordinate offsets.

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